

Cargo Airline Safety

Robert L. Sumwalt

Presented to ALPA Air Safety Forum

July 22, 2015



ALPA's roots are with flying cargo.



NTSB

HAW & CO.
MARKET ST.
CHICAGO, ILLINOIS



DAMAGED BY AIR PLANE WRECK
DECEMBER 22, 1930

VIA AIR MAIL

AIR SERVICE
from Chicago

Mr. A. P. Worthington,

1 Kingsley Drive,

Los Angeles, California.

10 PM DATE 12/20/30



NTSB

DAMAGED IN MAIL PLANE
ACCIDENT AT HURON, OHIO
DEC. 20, 1928 6 P.M.



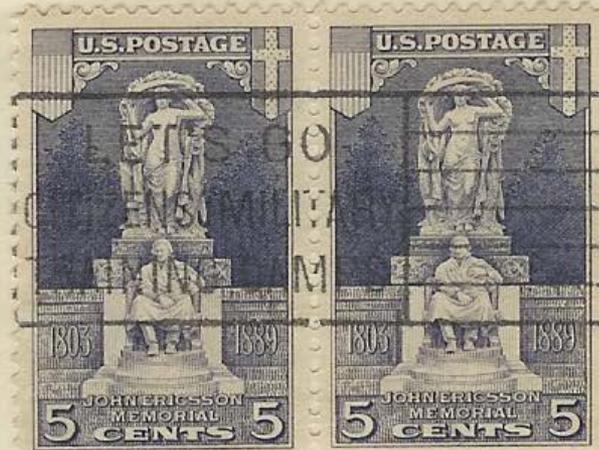
Mr. and Mrs. Sydney W. Angelman
127 Emerson Avenue
Salt Lake City, Utah



NTSB

MAIL DELAYED
by accident at Men-
dota, Minnesota, in
which Pilot Elmer
Lee Partridge was
killed.

2 MINNEAPOLIS
1 PM
JUN 7
1926
MINN.



FIRST FLIGHT INAUGURATING
CONTRACT AIR MAIL
MINNEAPOLIS
MINN.
2:10 P.M.
JUNE 7
1926
CHICAGO - TWIN CITIES

Louis L. Launius

172 W. Washington St.,

Chicago, Ill.

Over half of
ALPA's founding
fathers later died
in plane crashes.



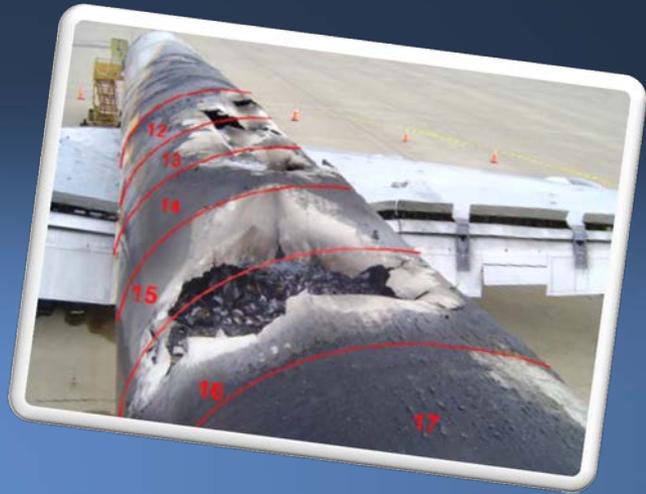
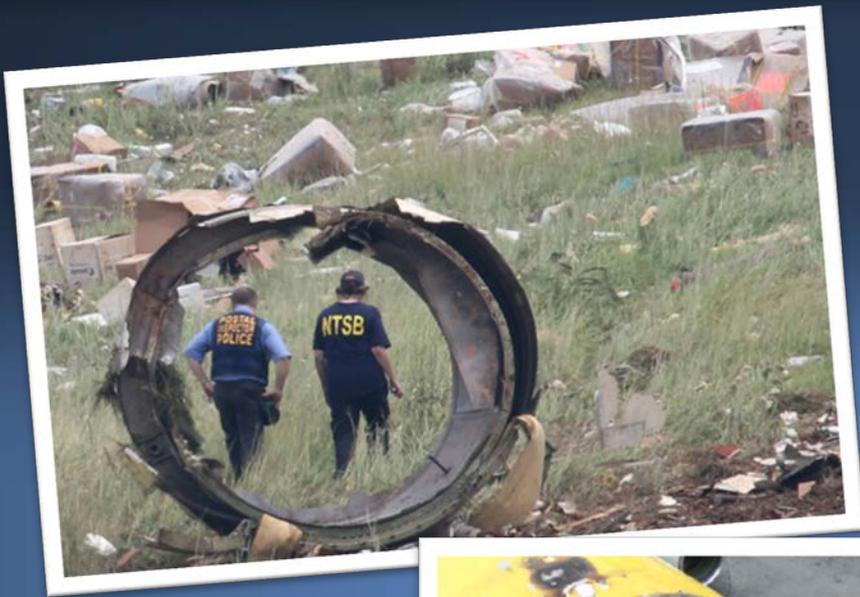
William "Big Bill" Hopson, a pilot who helped establish transcontinental airmail service, was proof positive that piloting was dangerous in the profession's early years. "Big Bill" died when his airplane crashed in 1928.



NTSB

NTSB's roots are with investigating cargo plane crashes.







National Airlines Boeing 747-400 BCF

Bagram, Afghanistan
April 29, 2013



NTSB



NTSB

Five MRAPs (Special Cargo Load)



Two 12-ton MAT-Vs

Three 18-ton Cougars

Strap Calculations



	MAT-V	Cougar
Accident	24	26

Strap Calculations



	MAT-V	Cougar
Accident	24	26
NAL	32	44/46

Strap Calculations



	MAT-V	Cougar
Accident	24	26
NAL	32	44/46
Boeing	60	*

*Boeing: Due to TRC requirements, one M-ATV (and no Cougars) could be transported

Probable Cause

“National Airlines’ inadequate procedures for restraining special cargo loads, which resulted in the loadmaster’s improper restraint of the cargo, which moved aft and damaged hydraulic systems Number 1 & 2 and horizontal stabilizer drive mechanisms, rendering the airplane uncontrollable.”



Contributing to the accident:

“FAA’s inadequate oversight of National Airlines’ handling of special cargo loads.”



Recommendations to FAA:

- Create a certification for loadmasters
 - Procedures
 - Training
 - Duty hour limitations
 - Rest requirements
- Strengthened FAA oversight when dealing with special cargo loads



UPS DC- 8

PHL

Feb 7, 2006



NTSB

NTSB Finding

“Flight crews on cargo-only aircraft remain at risk from in-flight fires involving both primary and secondary lithium batteries.”



Recommendations

- Improved flight crew procedures for responding to in-flight fires.
- Require fire suppression systems in the cargo compartments of all cargo airplanes operating under Part 121.
- Improved ARFF response for cargo aircraft.



UPS flight 1354



- August 14, 2013
- Birmingham, AL
- 4:47 am
- 2 fatalities





NTSB



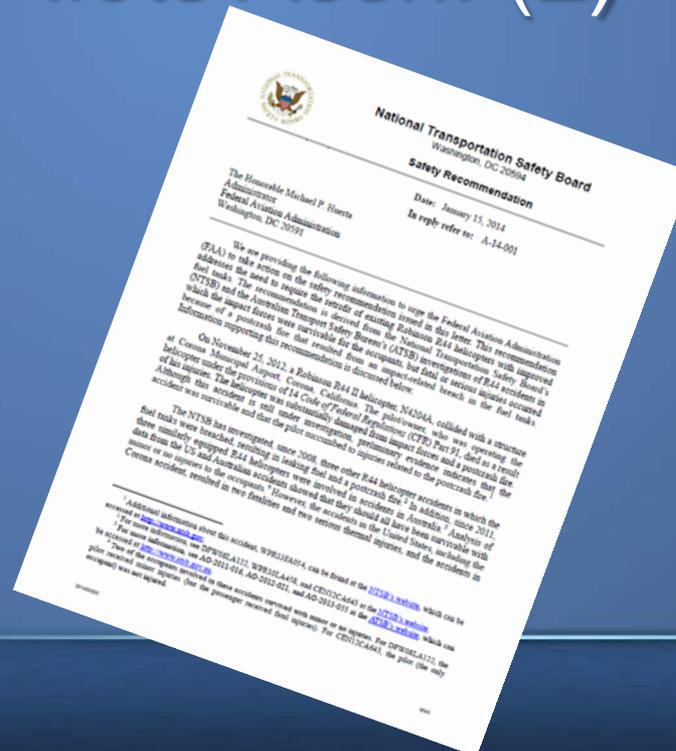
NTSB

Contributing to the accident

- Fatigue

20 Recommendations

- FAA (15)
- Independent Pilots Assn. (2)
- UPS (2)
- Airbus (1)



To UPS and IPA

- Work together on fatigue reporting to ensure the system is effective and non-punitive.



NTSB Position on Part 117 Carve-out

“The NTSB disagrees with this [cargo carrier] exclusion, as many of the fatigue-related accidents that we have investigated over the years involved cargo operators.

We also believe that, because of the time of day that cargo operations typically occur, such operations are in greater need of these requirements....[W]e are very concerned about the cargo exclusion...”

- NTSB letter to FAA Administrator Huerta, July 29, 2013



Part 117 Carve-out? – UPS 1354

“The schedule the flight crew was flying would have been in compliance with 14 *Code of Federal Regulations* Part 117 requirements had those requirements been in effect and applied to all-cargo operators.”



In Summary

NTSB remains keenly interested in cargo airline safety.

One Level of Safety.





National Transportation Safety Board